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Amendments to the Claims:

This listing of claims will replace all prior versions and listings of claims in the present application:

1 (currently amended): A four-directional forklift truck comprising a chassis having two front wheels and one rear wheel, each wheel being directionally adjustable by rotation about a substantially vertical axis, and a respective hydrostatic motor for driving each wheel selectively in either one of two opposite directions of rotation, and a hydraulic system for supplying hydraulic fluid under pressure simultaneously to the two front wheels and one rear wheel whereby all said three wheels are always driven or not driven at the same time, wherein the truck is operable in a carousel mode wherein the three wheels are set at respective directions in which their axes of rotation intersect at a substantially common vertical axis equidistant from each wheel and all three wheels are driven, whereby the truck rotates substantially about the said common vertical axis with all three wheels driven.

2 (canceled).

3 (currently amended): A forklift truck as claimed in claim 1, 2, wherein each motor has first and second hydraulic fluid inlet ports, the application of hydraulic fluid under pressure to the first inlet port driving the wheel in one direction and the application of hydraulic fluid under pressure to the second inlet port driving the wheel in the opposite direction, and wherein the hydraulic circuit comprises a source of hydraulic fluid under pressure having first and second fluid supply ports, the hydraulic fluid under pressure being selectively supplied at the first or second supply port.

4 (original): A forklift truck as claimed in claim 3, in which the first and second inlet ports of at least one front wheel are coupled to the first and second supply ports via a respective selectively

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actuable switchover valve, and in which the first and second inlet ports of the other wheel(s) are non-switchably coupled to the first and second supply ports respectively, wherein when the truck is operated in standard mode the switchover valve is not actuated, when the truck is operated in sideways mode the switchover valve is actuated, and when the truck is operated in carousel mode the switchover valve is not actuated.

5 (canceled).

6 (original): A forklift truck as claimed in claim 4, wherein the first and second inlet ports of the other front wheel are coupled to the first and second supply ports via a respective further switchover valve, the further switchover valve not being actuated in the standard and sideways modes but being actuated in carousel mode, whereby in the carousel mode all three wheels drive the truck about the common vertical axis in a given direction of rotation.

7 (previously presented): A forklift truck as claimed in claim 4, wherein the truck enters the carousel mode from sideways mode by de-actuating the switchover valve when the front wheels are steered through a sufficient angle to set the three wheels at respective directions in which their axes of rotation intersect at the said substantially common vertical axis.

8-9 (canceled).

10 (original): A forklift truck as claimed in claim 6, wherein the truck enters the carousel mode from sideways mode by de-actuating the switchover valve when the front wheels are steered through a sufficient angle to set the three wheels at respective directions in which their axes of rotation intersect at the said substantially common vertical axis.